

TOP SECRET

OPERATIONAL IMMEDIATE

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→ 1. AIR REFUELING PORTION OF SN 3057 WAS ACCOMPLISHED EXACTLY AS PLANNED IN SPITE OF LIGHT CIRRUS AT RENDEZVOUS POINT WHICH RESTRICTED VISIBILITY. DEPARTURE FROM THE CONTROL POINT WAS AT THE PRECISE TIME SCHEDULED. ✓

2. SEVERAL CALLS WERE RECEIVED BY THE TANKER ON UHF RADIO FROM SAN ANTONIO CENTER THAT ONE AIRCRAFT UNREPORTED WAS BEING TRACKED BY RADAR AND WAS PROCEEDING IN THE DIRECTION OF THE TANKER. ANOTHER CALL REPORTED THE UNIDENTIFIED AIRCRAFT IN CLOSE PROXIMITY OF THE TANKER. ON TWO SUBSEQUENT CALLS THE TANKER WAS QUERIED AS TO WHETHER HE WAS INVOLVED IN REFUELING OPERATION OR NOT. THE TANKER REPLIED NEGATIVE BUT ON ONE OF THE OCCASSIONS THE RECEIVER WAS HOOKED UP AT THE TIME OF THE CALL AND THE OTHER TIME HE WAS IN OBSERVATION POSITION. APPARENTLY THE RADAR WAS SKIN PAINTING THE RECEIVER ALL OF THE TIME AND ALSO WAS PICKING UP THE TANKER ON TRANSPONDER SIMULTANEOUSLY. SUFFICE IT TO SAY THE RADAR COVERAGE IN THE AREA OF [] TO CORPUS CHRISTI IS EXCELLENT.

3. ANTICIPATE [] MAY BE QUERIED ON UHF RADIO ON RETURN, HOWEVER, THE COORDINATION WHICH HAS BEEN ACCOMPLISHED BY HQS WITH FAA MAY TAKE CARE OF IT. WILL ADVISE YOU OF ANY PROBLEMS.